

No. 668,969.

Patented Feb. 26, 1901.

F. B. BEHR.

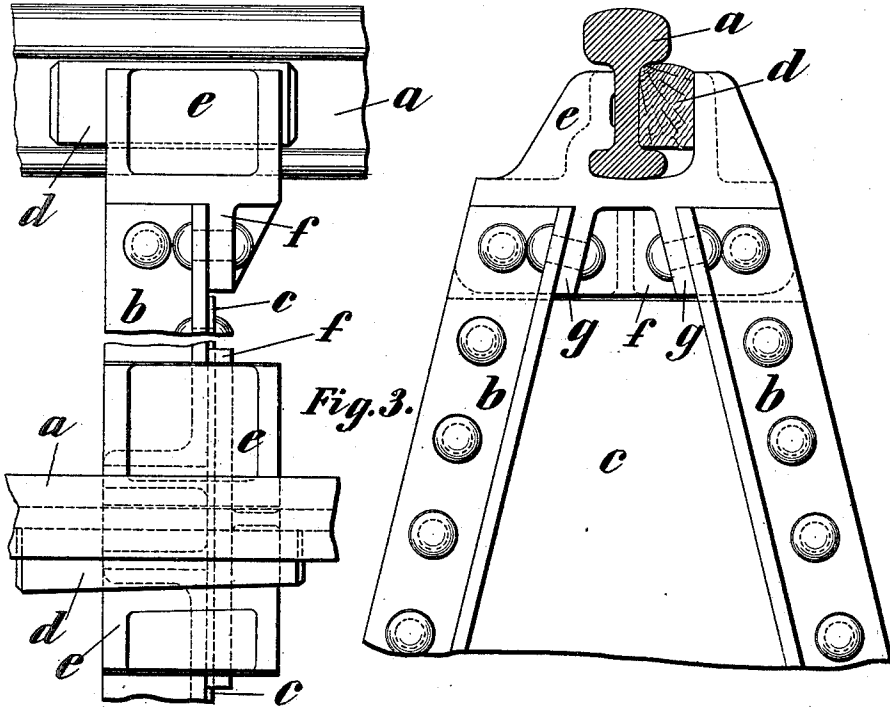
RAIL SUPPORT FOR SINGLE RAIL RAILWAYS.

(Application filed Dec. 4, 1900.)

(No Model.)

Fig. 1.

Fig. 2.



Witnesses:
Wm. Sullivan.
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UNITED STATES PATENT OFFICE.

FRITZ B. BEHR, OF TWICKENHAM, ENGLAND.

RAIL-SUPPORT FOR SINGLE-RAIL RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 668,969, dated February 26, 1901.

Application filed December 4, 1900. Serial No. 38,691. (No model.)

To all whom it may concern:

Be it known that I, FRITZ BERNHARD BEHR, a citizen of England, residing at Southend House, Twickenham, in the county of Middlesex, England, have invented a certain new and useful Improved Rail-Support for Single-Rail Railways, (for which I have applied for a patent in Great Britain, dated May 15, 1900, No. 8,971,) of which the following is a specification.

My invention relates to an improved support for the rail of a single-rail railway, as I shall describe, referring to the accompanying drawings.

Figure 1 is a side view of part of the rail and support. Fig. 2 is a transverse section of the rail and key, with front view of the upper part of the support. Fig. 3 is a plan.

The rail *a* is carried on trestle-frames having inclined sides *b*, of angle iron or steel, secured together at the top by a plate *c*, riveted to them. The rail is held by a key *d* in a chair *e*, which rests on the top of the trestle and has a downwardly-projecting flange *f*, which is riveted to the front faces of the trestle-bars, and has also two other flanges *g*, which are inclined and project down between the trestle-bars, to the inner webs of which they are riveted.

Having thus described the nature of this invention and the best means I know of carrying the same into practical effect, I claim—

1. A support for a railway-rail, consisting of a trestle, a chair for supporting the rail, and a vertical and a pair of inclined flanges formed integral with said chair and adapted to be secured to said trestle.

2. A support for a railway-rail, consisting of a trestle, a chair for supporting the rail, a key for securing the rail in position, and a vertical and a pair of inclined flanges formed integral with said chair and adapted to be secured to said trestle.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

F. B. BEHR.

Witnesses:

GERALD L. SMITH,
JOSEPH MILLARD.